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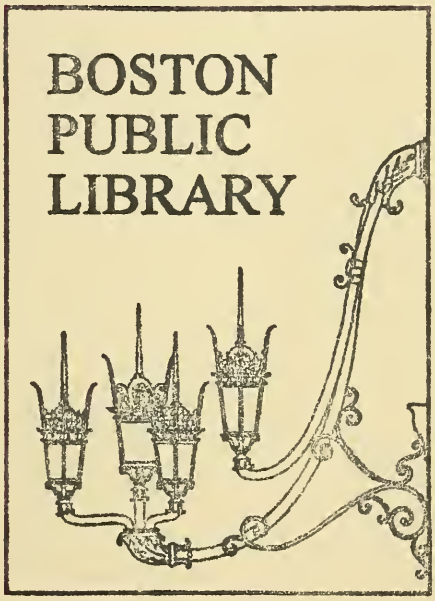

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MONOGRAPH

BOSTON SMSA

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MASSACHUSETTS DEPARTMENT OF
COMMERCE AND DEVELOPMENT
100 CAMBRIDGE STREET, BOSTON, MASS., 02202

FOREWORD

The Boston Standard Metropolitan Statistical Area is one of the ten Standard Metropolitan Statistical Areas in the Commonwealth which were defined by the Bureau of the Budget, Executive Office of the President in 1958 and redefined October 18, 1963. The Bureau of the Budget first began to define metropolitan areas in 1949 to replace 4 different sets of definitions used by various federal agencies for the presentation of general-purpose statistics.

There can be, of course, many concepts of a "Greater" or "Metropolitan" Area as fit the needs of the businessman, economist, geographer, political scientist, researcher, sociologist, etc. A metropolitan area may be defined, in general, as that area surrounding a commercial-industrial center which is so economically, politically and socially integrated that it presents itself as a unified area. This admittedly is perhaps a loose definition, since it depends strongly upon how much weight is given to the items of criteria included within the 3 factors - economic, political and social. The Bureau of the Budget tried to weight these factors so that the end result would be, in each instance, an area which would embrace most of the concepts of the metropolitan area.

The construction of new highways, the trend of industry locating outside the central cities and the movement of people from congested areas to the suburban towns have brought about an obvious need for the establishment of regional planning and economic development programs throughout the state. The Department has been encouraging this regional type of thinking in cooperation with the municipalities that are an integral part of a region and with the many private and public agencies and the individuals living and working within the various regions.

This monograph is an initial step in the study of the various and complex problems confronting the Area. It is hoped that it will be another material aid in getting underway a long-range and comprehensive approach to both immediate and future metropolitan area development.

More detailed economic, housing and population data on the Area, the municipalities therein, and parts of those municipalities that have been tracted are available in U.S. Census publications dealing with Census Tracts of Standard Metropolitan Statistical Areas.

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A. 1 STANDARD METROPOLITAN STATISTICAL AREA:

Boston, including 17 cities and 61 towns:

CITIES	TOWNS		
BEVERLY	Arlington	Lincoln	Scituate
BOSTON	Ashland	Lynnfield	Sharon
CAMBRIDGE	Bedford	Manchester	Sherborn
CHELSEA	Belmont	Marblehead	Stoneham
EVERETT	Braintree	Marshfield	Sudbury
LYNN	Brookline	Medfield	Swampscott
MALDEN	Burlington	Middleton	Topsfield
MEDFORD	Canton	Millis	Wakefield
MELROSE	Cohasset	Milton	Walpole
NEWTON	Concord	Nahant	Watertown
PEABODY	Danvers	Natick	Wayland
QUINCY	Dedham	Needham	Wellesley
REVERE	Dover	Norfolk	Wenham
SALEM	Duxbury	North Reading	Weston
SOMERVILLE	Framingham	Norwell	Westwood
WALTHAM	Hamilton	Norwood	Weymouth
WOBURN	Hanover	Pembroke	Wilmington
	Hingham	Randolph	Winchester
	Holbrook	Reading	Winthrop
	Hull	Rockland	
	Lexington	Saugus	

2. COUNTIES:

The Boston SMSA embraces the whole of Suffolk County and parts of Essex County, Middlesex County, Norfolk County and Plymouth County.

3. LOCATION:

Eastern Massachusetts, bordered on the east by Massachusetts Bay, on the south by the Brockton SMSA, on the southwest by the Providence-Pawtucket-Warwick SMSA, on the west by the Worcester SMSA and on the north-west by the Lawrence-Haverhill and Lowell SMSA's.

4.POPULATION:

1950 - 2,414,368
1955 - 2,455,713
1960 - 2,595,481
1965 - 2,605,452

5. LAND AREA: 988.29 square miles

6. DENSITY:

1950 - 2,442 persons per square mile
1955 - 2,485 persons per square mile
1960 - 2,626 persons per square mile
1965 - 2,636 persons per square mile

7. CLIMATE

	Boston	Milton	Weston
Normal temp. in Jan. (°F):	29.9	27.0	27.7
Normal temp. in July (°F):	73.7	70.9	73.0
Normal annual precipitation in inches	42.77	47.50	43.02

8. TOPOGRAPHICAL CHARACTERISTICS:

The Boston SMSA fans out from the central city in an irregular semi-circle with an average radius of approximately twenty air-line miles. The general physiographic region of the Commonwealth in which this Area is located is the Seaboard Lowland, characterized by both lower elevation and smoother topography than the Eastern Upland which lies to the west. The SMSA in its western-most extension reaches the edge of the Upland in Framingham. This general elevation of the Lowland is about four hundred feet above mean sea level in the west and the surface slopes gently downward toward the coast.

Although the region is one of gentle contour, it presents a varied topography. Boston itself is located in a sub-region, the Boston Basin, which, due to the softer underlying rock, is even lower in elevation than the surrounding area, being generally below two hundred feet above mean sea level. To the south of the basin rises the Great Blue Hill-elevation six hundred thirty-five feet. To the north of the basin are the Middlesex Fells, not as high as Blue Hill but presenting a relatively rugged stoney topography, and rising above the basin.

Scattered over the region are groups of tear-drop shaped hills - drumlins - resulting from glacial action. One of the best known of these drumlins is Beacon Hill in Boston. Many other details of the landscape also owe their origin to glacial action. The drainage pattern of the area was deranged by glacial erosion and deposition. The Charles River's meandering course is a fine example of such derangement. The Sudbury, Concord, Ipswich and Neponset Rivers all display wandering courses with considerable development of marsh lands in their systems.

The tidal shoreline of the Boston SMSA reaches around Massachusetts Bay for a distance of four hundred and thirty-five miles. The variety of topography found in the area is reflected in the coast line. In the areas of Beverly, Marblehead and Nahant, for example, are found the "rock bound" shores, while along the Saugus River in Revere are extensive salt marshes. In addition to the natural coast a great many areas of made land exist as the result of filling the natural bays. The land on which the Logan International Airport is located and the "Back Bay" section of Boston are both largely man made. This variety of coastal lands provides scenic recreation areas, sandy beaches for swimming, and level sites beside deep water for industrial and commercial development. In addition, this irregular coast line has provided the harbors for the development of great ports and valuable fishing grounds.

9. U.S.G.S. TOPOGRAPHIC PLATES:

The entire SMSA is covered. Maps may be obtained from U.S. Geological Survey, Department of Interior, Washington, 20242, D.C., or local agents.

10. AERIAL SURVEY PHOTOS:

Photos of the municipalities in this Area may be viewed at the Planning Assistance Section, Mass. Dept. of Community Affairs, 100 Cambridge St., Boston, Mass. 02202 where information on copies may also be obtained.

11. POLITICAL DISTRICTS:

3rd through 12th Massachusetts Congressional Districts; 1st through 6th Councillor Districts; 1st, 2nd and 3rd Essex; 2nd through 7th Middlesex; Middlesex and Worcester; 1st and 2nd Norfolk; Norfolk and Middlesex; Norfolk and Plymouth; Norfolk and Suffolk; Plymouth; and 1st through 7th Suffolk State Senatorial Districts; 2nd through 12th Essex; 1st through 26th, 33rd and 38th through 41st Middlesex; 1st through 14th Norfolk; 1st through 4th and 9th Plymouth; and 1st through 18th Suffolk State Representative Districts.

Metropolitan District Commission - In the latter part of the 1800's it became apparent that the closely integrated and densely populated area formed by Boston and the surrounding communities would be in desperate need of integrated public roads, water and sewerage services. In 1889 the first of 3 districts or systems was formed by the State which today provides sewerage facilities through a

northern and southern system to 42 municipalities. In 1893 a parks district was formed supplying a service of maintenance and construction of parks, beaches and boulevards with police protection to 37 municipalities. The water district established in 1895, supplies water to 32 municipalities from 3 large reservoirs holding a total of 487 billion gallons of water, located in central Massachusetts. The water is very soft which makes it very desirable for home and industrial use, and is so pure that only .15 parts per million of residual chlorine gas is found in the mains, and this is almost completely dissipated on reaching the customer. An aggregrate of 53 municiplaities with a 1965 population of 2,338,748 use one or more of these systems provided by the State through the Metropolitan District Commission. Each community is assessed yearly for the amount of service received.

Massachusetts Bay Transportation Authority - A state controlled agency, established to provide transportation facilities to Boston and 78 other municipalities.

II. POPULATION - U.S. CENSUS, 1960

A-1 During the decade 1950 to 1960, the population of the Boston SMSA increased by 181,113, or 7.5%. There were 281,944 more births than deaths, thus showing an out-migration of 100,831 persons.

B-1 NUMBER OF PEOPLE

Year	Number	Ratio to 1930 SMSA	State
1910	1,620,357	74.6%	79.2%
1920	1,871,902	86.2	90.7
1930	2,171,247	100.0	100.0
1940	2,212,908	101.9	101.6
1945	2,316,089	106.7	105.7
1950	2,414,368	111.2	110.4
1955	2,455,713	113.1	113.8
1960	2,595,481	119.5	121.2
1965	2,605,452	120.0	124.6

B-2 AGE COMPOSITION, 1960

Age	Number	Percent of Total SMSA	State
Under 5	273,244	10.5%	10.7%
5 - 13	421,471	16.2	16.7
14 - 19	219,771	8.5	8.4
14 & over	1,900,766	73.2	64.2
21 & over	1,648,190	63.5	63.0
65 & over	282,278	10.9	11.1
Median Age		32.0yrs	32.1yrs.

B-3 RACIAL DATA, 1960

	Number	Percent of total SMSA	State
White	2,508,377	96.6%	97.5%
Negro	77,792	3.0	2.2
Other	9,312	.4	.3
Foreign Stock	1,084,653	41.8	40.0
Foreign Born	320,809	12.4	11.2

Of the 1,084,653 persons of foreign stock 24.3% were Canadian, 18.7% Italian, 17.2% Irish, 8.8% Russian and 8.5% United Kingdom.

B-4 EDUCATION (Persons 25 yrs. old & over) 1960

	SMSA	State
Median No. of School years completed	12.1	11.6
Completing less than 5 grades	5.2%	6.0%
Completing High School or more	53.4%	47.0%

B-5 OCCUPATION

Group	Number	% of total in SMSA	State
Prof., Tech. & Kindred	150,218	14.6%	12.8%
Mgrs., Off., & Prop.	86,682	8.5	8.1
Clerical etc.	191,494	18.7	16.3
Sales	82,335	8.0	7.3
Craftsman, Foremen, etc.	134,820	13.1	14.0
Operatives	169,691	16.5	21.8
Pvt. Hshld. Workers	15,141	1.5	1.4
Service Workers	91,277	8.9	8.6
Laborers	36,568	3.6	3.9
Not Reported	67,820	6.6	5.7

Of the 1,900,766 persons 14 years old and over in the Boston SMSA 1,066,199, or 56.1% were in the civilian labor force. Of these, 63.9% were males and 36.1% were females.

B-6 POLITICS, PARTY AFFILIATION, 1968

Total Registered Voters	See table at end
Registered Democrats	of monograph
Registered Republicans	
Unenrolled Voters	

B-7 INCOMES OF FAMILES, 1960

	SMSA	State
Incomes under $3,000	11.1%	12.4%
From $3,000 - $5,999	30.7	34.2
From $6,000 - $9,999	37.0	36.4
$10,000 and over	21.2	17.0
Median Income	$6,687	$6,272

II POPULATION – STATE CENSUS, 1965

C-1 State censuses of population enumerate only regular residents of the Commonwealth, i.e. the military and students having domiciles out-of-state are excluded.

During the decade 1955 to 1965 the population of the Boston SMSA increased by 149,739, or 6.1%. There was an estimated excess of births over deaths of 286,302. During this same period there was an estimated out-migration of 136,563.

C-2 AGE COMPOSITION

Age	Male	Female	Total	% of Total
Under 5	125,764	120,543	246,307	9.4
5 - 14	246,110	234,800	480,910	18.5
15 - 19	102,326	98,287	200,613	7.7
20 - 64	661,888	723,496	1,385,384	53.2
65 & Over	117,772	174,466	292,238	11.2
Total	1,253,860	1,351,592	2,605,452	100.0

III. HOUSING – U.S. CENSUS, 1960

A-1 Of the 815,885 housing units in the Boston SMSA, 772,140 were occupied and 19,438 or 2.4% vacant and available for occupancy. Of the occupied units 52.4% were owner-occupied and 47.6% were rented. Of the State's 1,690,998 housing units, 50.7% were owner-occupied, 40.1% tenant-occupied and 2.7% vacant and available for occupancy.

B-1 TYPE OF STRUCTURE

	Number	Percent of total SMSA	State
1 Unit	386,546	47.4%	54.3%
2 Units	147,792	18.1	16.4
3 & 4 Units	149,878	18.4	16.4
5 or more Units	131,614	16.1	12.9

B-2 NEW DWELLING UNITS *

Year	Number
1950 - 1954	67,950
1955 - 1959	51,792
1960 - 1964	71,969
1965	14,639
1966	10,934
1967	12,881
1968	16,452

B-3 AGE

Year Built	Units	Percent
1950 - March 1960	129,760	15.9%
1940 - 1949	51,497	6.3
1939 or earlier	634,173	77.8

B-4 PERSONS PER UNIT

Persons	Units	Percent in SMSA	State
1 person	115,229	14.9%	14.2%
2 persons	203,975	26.4	27.0
3 persons	147,079	19.0	19.4
4 persons	133,324	17.3	17.4
5 persons	89,991	11.7	11.5
6 persons or more	82,542	10.7	10.5
Median persons per unit		3.0	3.0

* From building permits issued

B-5 CONDITION

	Percent	
	SMSA	State
Sound	87.7%	86.9%
Deteriorating	10.0	10.7
Dilapidated	2.3	2.4

B-6 VALUE OF ONE-DWELLING-UNIT-STRUCTURES

		Percent of	
	Number	SMSA	State
Under $5,000	5,057	1.6%	3.1%
$5000 - $9,900	31,262	10.0	18.4
$10,000 - $14,900	99,609	31.9	37.8
$15,000 - $19,900	98,528	31.6	24.1
$20,000 - $24,900	38,791	12.4	8.6
$25,000 or more	39,143	12.5	8.0
Median Value		$15,900	$13,800

B-7 MONTHLY RENTS Plus Util. & Heat

	Percent of	
	SMSA	State
Under $40	4.9%	6.4%
$40 to $59	14.9	21.1
$60 to $99	55.0	55.0
$100 & over	25.2	17.5
Median Rent	$82.00	$75.00

IV ECONOMIC BASE

A. HISTORIC TRENDS

The present Boston Standard Metropolitan Statistical Area, as defined by the U.S. Bureau of Census, was settled in 1622. In that year, a group of sixty men under the leadership of Thomas Weston, a prosperous London merchant, landed in Wessaguscus to form a plantation. The name of this settlement was changed to "Weymothe", or Weymouth, 13 years later, and the town has the destinction of being the oldest town in the Boston SMSA, the oldest town in Norfolk County, and is second to

Plymouth as the oldest settlement in the Commonwealth. Fishing and farming were the principal occupations of these early settlers. It may be said at this point that the two most vital factors in the swift and successful colonization and industrialization of the Area were an abundance of both water power and marine resources. Travel by land was difficult in those days. The most logical, and safest mode of transportation was by ship, and settlements were quickly made to the north, in Salem, Beverly, Lynn and Boston. Great natural harbors and rivers gave impetus to the rapid rise of one of the Area's earliest and greatest industries – shipbuilding. A sterling example of the progression of this industry from those early years of settlement until now is Quincy's largest industry, the Quincy Yard of General Dynamics' Electric Boat Division, which has become one of the world's outstanding plants, where vessels of almost every conceivable type, from seven-masted schooners to giant warships, have been constructed. Herring and King Cod were in abundance in the offshore waters, to feed the burgeoning communities and provide another great industrial base and item of trade. Saw mills, grist mills and tanneries mushroomed, powered by the waters of inland streams. Difficulties incidental to settlement, in what sometimes proved to be a hostile environment, were soon surmounted, and each town and community, in its own fashion, began to make its contribution to the sum total of the Area's uniqueness. The town of Beverly gave the Area, and the country, its first cotton mill, and the first cotton mill in the world where the whole process of cotton manufacturing, from spinning to weaving, was carried on by power was established in Waltham in 1813. The first dies for coins were made by Joseph Jenks in 1652 in Lynn. Isaac Singer patented and manufactured his first sewing machine in Boston in 1851. The first canal, dug for the specific purpose of creating water power, was completed in Dedham in 1639. Quincy gave our country two great presidents - John Adams and John Quincy Adams, and is the site of the first commercial railroad in the United States. Granite from its quarries has been used in notable structures all over the world. The first wool worsted mill in the coutnry was established in 1695 in Boston.

The interests of education were not forgotten or overlooked during the early days of colonization. Six years after the settlement of Boston, in 1636, twelve ministers and magistrates established a college at "New Towne" - now Cambridge. One half of the property of John Harvard, and his entire library, was bequeathed to

the university that now bears his name. Cambridge, and its neighbor across the Charles River, have become in recent years the educational, cultural, medical and research center of the Americas. Space limitations make it impossible to list every individual contribution made by each of the 78 cities and towns that comprise the Area, but they have been the spawning ground for many of the world's greatest industries; printing and publishing, rubber goods and footwear, chemicals, wearing apparel, and paper and allied products - to mention a few. It is an Area clothed with deep historical signifiance. The first shots for American freedom were fired within its confines, the first blood spilled by a former slave, Crispus Attucks, from British guns.

Its facilities for recreation and cultural activity are many and varied. Many attractions beckon the tourist - Yacht racing at Marblehead, Boston's world-renowned symphony orchestra, the Iron Works at Saugus, the Greens at Lexington and Concord. The first municipal water supply system in the country was built at Boston in 1652, and here in 1876 Alexander Graham Bell spoke the first words over his newly-invented telephone.

B. PRESENT ECONOMY

B1. General

The Massachusetts Division of Employment Security reported that in 1967 this SMSA had a total of 54,862 firms with an annual payroll of $5,820,420,770 and an average employment figure of 925,262. Boston, the core city of the Area, accounted for 36.3% of the firms, 40.6% of the annual payroll and 40.2% of the average number of employees reported. On the basis of reported totals for the state as a whole, the SMSA had 50.8% of the firms, 58.4% of the annual payroll and 55.2% of the average employment. Of the seven major industrial groups as reported under Section V, manufacturing was the leading source of employment with 32.9%. Second in importance was wholesale and retail trade industry, with 29.8% of the average employment. The Port of Boston handled 21,549,108 tons in 1967, of which 7,645,400 tons were foreign imports consisting mostly of residual fuel oil, crude petroleum, sugar, limestone and lumber. The Area is the center of the world wool market, wholesale trading center for New England and part of Canada, world famous as an educational, medical and research center such as the multi-million dollar NASA electronics research center. The Boston SMSA is the heart of 10 contiguous SMSA's

in southeastern New England and part of 31 contiguous SMSA's extending from the Lawrence-Haverhill SMSA south along the Atlantic Coast to Washington D.C. The Area has an enviable labor- management relations record, having the lowest number of man-days idle of the 10 largest metropolitan areas in the United States in 1967. The many historical shrines and cultural interests draw many thousands of visitors each year. The "Industry without a smokestack" - the convention and tourist industry-brought an estimated $38,000,000 through the individuals alone to Boston by way of about 300 conventions (national, international and regional) - trade shows and expositions which attracted some hundreds of thousands of participants and out-of-town visitors.

B2. Manufacturing

In 1967, 5,020 manufacturing firms reported to the Massachusetts Division of Employment Security. These firms employed an average of 304,764 persons and had an annual payroll of $2,143,527,315. The 7 largest manufacturing groups in order of importance as employers were: electrical machinery, machinery (except electrical), printing, publishing and allied, food and kindred products, transportation equipment, apparel and other finished goods, and instruments.

3. Trade

In 1967, the Division of Employment Security reported 5,611 wholesale firms with an average of 77,282 employees and an annual payroll of $607,096,213; and 14,941 retail firms with an average of 198,419 persons employed and an annual payroll of $825,932,537. An ever increasing number of shopping complexes are being constructed in the SMSA among the largest are: Burlington Mall, Chestnut Hill Shopping Center in Brookline, North Shore Shopping Center in Peabody, Shoppers World in Framingham and South Shore Plaza in Braintree. (See breakdown of 1967 U.S. Census of Retail Trade on next page.)

4. Class of Worker

The 1960 U.S. Census of Population, which reported information on the basis of residence rather than place of employment, showed that there were 814,744 private wage and salary workers, 126,565 Government workers, 76,679 self-employed, and 2,821 unpaid family workers living in the Boston SMSA.

3. Trade (cont'd) The 1967 U.S. Census of Business reported the following Retail Trade data on Boston SMSA and the State:

	Boston SMSA	State
Establishments	21,230	46,849
Sales	$4,838,625,000	$9,166,844,000
Per Capita Sales	$1,857	$1,731
Paid Employees in workweek nearest March 12	169,069	308,553

Classification of Business	Estab.	Sales (Add 000)	% of Total	Estab.	Sales (Add 000)	% of Total
Building Matl., Hardware, Farm Equipment Dealers	739	$ 151,013	3.1	1,797	$ 385,715	4.2
General Merchandise Group	846	778,071	16.1	1,913	1,309,348	14.3
Food Stores	3,427	1,056,818	21.8	7,228	2,127,904	23.2
Automotive Dealers	846	721,197	14.9	2,359	1,403,454	15.3
Gasoline Service Stations	1,783	254,655	5.3	4,318	545,326	6.0
Apparel, Accessories Stores	1,605	326,347	6.7	3,146	568,125	6.2
Furniture, Home Furnishings, Equipment Stores	1,212	252,746	5.2	2,750	459,518	5.0
Eating & Drinking Places	4,022	438,773	9.1	9,078	777,110	8.5
Drug Stores, Proprietary Stores	1,008	150,312	3.1	1,973	294,364	3.2
Misc. Retail Stores	4,573	541,147	11.2	10,063	1,031,131	11.2
Nonstore Retailers	1,169	167,546	3.5	2,224	264,844	2.9

LEGEND
INTERSTATE
U.S. ROUTES
STATE ROUTES
PROPOSED ROUTES
SCALE
0 5 10 15 20
MILES
BOSTON BAY
EASTERN MASSACHUSETTS
DEPARTMENT OF COMMERCE AND DEVELOPMENT
BUREAU OF RESEARCH & STATISTICS
JUNE 1969

V. EMPLOYMENT AND PAYROLLS as reported to the DIVISION OF EMPLOYMENT SECURITY*

A. ALL INDUSTRY Industry	No. of Firms	1967 Annual Payroll	Avg. 1967 Employees	Distribution by Employees
1. Agriculture, Fishing & Mining	598	$ 18,873,827	3,901	0.4%
2. Construction	6,024	415,433,508	50,269	5.4
3. Manufacturing	5,020	2,143,527,315	304,764	32.9
4. Trans., Comm., & Utilities	2,219	475,580,624	67,208	7.3
5. Wholesale & Retail Trade	20,552	1,433,028,750	275,701	29.8
6. Finance, Ins. & Real Estate	5,073	545,642,240	81,936	8.9
7. Service Industry	15,376	144,377,482	141,483	15.3
Total	54,862	$5,820,420,770	925,262	100.0%

B. MANUFACTURING

Group	No. of Firms	1967 Annual Payroll	Avg. 1967 Employees
1. Ordinance and Accessories	5	$35,509,577	4,740
2. Food & Kindred Prod.	369	154,198,228	24,078
3. Tobacco Mfg. (1)	1 Firm included in Misc. Mfg. Ind.		
4. Textile Mill Prod.	120	39,411,169	6,025
5. Apparel & Other Fin. Goods	554	91,374,070	19,145
6. Lumber & Wood Prod.	97	10,447,716	1,712
7. Furniture & Fixtures	194	21,464,636	3,349
8. Paper & Allied Prod.	129	73,219,834	10,650
9. Printing, Publishing & Allied	753	177,439,606	24,776
10. Chemicals & Allied	262	72,032,745	8,818
11. Prod. of Petroleum & Coal	20	5,437,212	722
12. Rubber Products	114	94,700,806	15,406
13. Leather & Leather Prod.	298	90,167,129	16,264

B. Manufacturing (continued)

14.	Stone, Clay & Glass Prod.	137	22,391,912	3,143
15.	Primary Metal Industries	94	33,193,697	4,563
16.	Fabr. Metal Products	475	131,516,078	18,091
17.	Machinery (ex. electrical)	616	296,819,878	37,365
18.	Electrical Machinery	356	405,867,194	56,703
19.	Transportation Equipment	62	197,862,060	23,934
20.	Prof. Scient. & Controlling Inst. Photo., & Optical Goods-Watches & Clocks	165	149,571,173	18,980
21.	Misceallaneous Mfg. Ind.	200	40,902,615	6,300

*The 1967 figures are based on the revised Standard Industrial Classification Code-1957. These figures are not comparable to tabulations of years prior to 1958.

(1) out of business in March.

VI. MUNICIPAL FINANCE

The City of Boston, with 4.4% of the SMSA's land area and 23.7% of its population. levied 28.7% of total tax levy and accounted for 25.4% of the total net debt.

NOTE: For a breakdown of the municipal finance data on the individual municipalities, see the table at the end of this monograph covering Assessed Valuation (excluding motor vehicles), Tax Levy, Tax Rates and Total Net Debt.

VII. EDUCATION

The Massachusetts Department of Education reported that in the fall of 1968 the number of school attending children to and including grade 12 in the SMSA was 648,046 of which 527,206 were going to public schools and 120,840 were going to private schools. Regular day school and special education programs current operating cost per pupil in net average membership ranged from $386 in Norfolk to $992 in Brookline for the year ending June 30, 1968.

As of September 1969 teachers' salaries ranged from the statutory minimum of $5,750 to a maximum of $16,275 in Lexington.

Within the Area there are 67 institutions of higher education of which 48 are degree granting institutions and of these there are 3 medical schools, 3 dental schools, a school of pharmacy and a college of optometry.

NOTE: For a further breakdown of educational data on the individual municipalities, see the table at the end of this monograph covering School Attending Children to Grade 12 (1968), Regular Day School Current Operating Cost Per Pupil in Net Average Membership (school year ending June 30, 1968), and Teachers' Salaries (Sept. 1969).

VIII TRANSPORTATION

A. GENERAL

The economic well-being of any densely populated area is largely dependent on its ease of accessibility through an adequate and well-planned arterial system. The Boston SMSA has a well-integrated rail, highway and air transportation system. Ease of access to and from the core

city of Boston to its contiguous towns and outlying manufacturing centers is an outstanding characteristic of this highway system.

B. AIR

The center of air activity in the Area is at Boston's Logan International Airport which is built on about 2,000 acres of filled-in land extending into Boston Harbor. Other commercial airports in the Area include: L.G. Hanscom Airport (in Bedford a joint civil-military operation) with runways of 7,000 feet and 5,000 feet; Beverly Municipal Airport with runways of 5,000 feet, 4,637 feet, and 3,500 feet; Danvers Airport with a 1,500 foot runway; Norfolk Airport with a 2,700 foot runway; and Norwood Municipal Airport with 2 runways of 4,000 feet. The Massachsetts Port Authority operates Hanscom and Logan Airports.

Logan Airport is the closest of any metropolitan airport in the U.S. to its downtown business district (about 10 minutes travel time) and 8th busiest airport in the world based on number of passengers with tickets starting or terminating at Boston (no transfers included). Logan is served by 18 scheduled airlines in addition to numerous non-scheduled operations. This facility has 5 runways of 10,002 feet, 7,850 feet, 7,002 feet, 2,495 feet and a 7,873 foot runway to be extended to 10,000 feet. In addition there is an 1,800 foot STOL (Short Take-Off and Landings) runway. This runway is expected to do much to reduce taxed air facilities, because over 50% of Logan's passenger traffic is in the Northeast Air Corridor and most of the passengers are businessmen. Service on the STOL runway will be ideal to speed these passengers on their flights, because this service can operate independently of existing airway facilities - including runways, air space and control. Air cargo operations are among the most highly automated in the U.S. In fiscal 1968 this facility handled:

	Domestic	Foreign	Total
Itinerant Planes	35,918	–	35,918
Itinerant Passengers	110,073	–	110,073
Flights	192,685	13,878	206,563
Passengers	7,745,920	577,566	8,323,486
Pounds of Cargo	177,587,573	18,059,047	195,646,620
Pounds of Mail	44,588,087	592,275	45,180,362

C. BUS

Thirty-seven interstate and local common carriers serve the Area. Eleven carriers serve 10 or more municipalities:

Almeida Bus Lines, Inc., The Boston-Worcester Corp., Englander Coach Lines, Inc., Greyhound Lines, Inc., Massachusetts Bay Transportation Authority, Michaud Bus Lines, Inc., Middlesex & Boston Street Railway Company, Plymouth & Brockton Street Railway Company, The Short Line, Inc., Transit Bus Line, Inc. and Vermont Transit Co., Inc.

D. HIGHWAY

The network of numbered highways serving the SMSA may best be understood by consulting the map accompanying this monograph. The principal numbered highways serving the Area, except for State Route No. 128, the circumferential highway around Boston, emanate from the Boston Area like the spokes of a wheel: - Interstate Routes No.'s 90, 93 and 95; State Routes No's. 2, 3, 9, 24, 28 and 138; and U.S. Routes No's. 1, 3 and 20.

The Massachusetts Turnpike (IR 90) stretches from downtown Boston to the New York state line in West Stockbridge and goes on to connect with the New York State Thruway. There are 13 interchanges on the Massachusetts Turnpike within the Area - one each in Framingham and Natick, 2 in Weston, 2 in Newton and 7 in Boston. Partially completed IR 95 will run from Salisbury at the New Hampshire State line to Attleboro at the Rhode Island State line. IR 95 includes the completed Northeast Expressway from Boston, the Boston Central Artery and will include the Southwest Expressway for which site takings and demolition have begun. Also slated for construction is IR 695, an inner belt, to circle to the west from the Charlestown section of Boston through Somerville, Cambridge, Brookline and in the Roxbury section of Boston.

E. RAIL

The Area is served by 4 railroads - Boston and Maine, Fore River, Penn Central, and Union Freight. Flexi-Van service is available in Boston and Piggy-Back service is available in Boston and Cambridge.

F. TRUCKING

Several hundred trucking firms provide competitive service to local and long-distance points. There are 2 tandem trailer areas along the Massachusetts Turnpike in the SMSA - one at Interchange No. 14 in Weston and the

other at Interchange No. 18 in the Beacon Yards in the Allston section of Boston.

G. WATER

The area contains 4 harbors capable of handling ocean and coastwise ships at Boston, the principal port, Fore River and Back River in Weymouth and Salem. These 4 harbors are 200 miles nearer Africa and Europe than New York, 1200 miles nearer Panama and the West Coast of South America than San Francisco and nearer Rio de Janeiro and Buenos Aires than any other North Atlantic Port.

Boston, with one of the finest deep water harbors in the world, none of its major facilities being more than 6½ miles from the open sea, is served by over 100 ship lines which have regular and frequent sailing to and from all principle ports. Ships can easily move through the harbor area in less than an hour and the absence of car float and lighter movements keep local traffic at a minimum and berthing and turnabout time is reduced, with all facilities necessary to service cargo and passengers immediately adjacent to the harbor. Boston has 5 million square feet of warehouse space in the immediate vicinity of its general cargo terminals including ultramodern cold storage facilities and 2 grain elevators with total capacity of about 2 million bushels. Three railroads and over 500 truck lines serve the port from shipside. Some of the major facilities include: The Boston Army Base with more than a mile of wharf space, 10 berths, and more than 2,394,900 square feet of cargo space. Commonwealth Pier, a two story structure with access to both levels from highways, 439,000 square feet of covered transit space also a new modern shipside cold storage warehouse of 60,000 square feet, 5 berths and it can accommodate the largest passenger ships; Hoosac terminal with 172,500 square feet of covered transit space, 3 berths and adjacent grain elevator; Mystic terminal with 150,000 square feet of transit space and 4 berths; and Wiggins terminal with 88,000 square feet of covered transit space and a fumigating plant, also Castle Island terminal consists of over 100 acres including 370,000 square feet of covered transit space, quay type pier, 7 berths.

G. WATER (cont'd)

SHORTEST ROUTES TO IMPORTANT FOREIGN PORTS AND JUNCTION POINTS

	To FASTNET, IRELAND	Boston's Advantage (miles)	To BISHOPS ROCK ENGLAND	Boston's Advantage (miles)	To PENTLAND FIRTH SCOTLAND	Boston's Advantage (miles)
Boston	2,669		2,783		2,947	
New York	2,837	168	2,957	174	3,120	173
Philadelphia	2,985	316	3,092	309	3,263	316
Baltimore	3,123	454	3,230	447	3,401	454
Norfolk	3,002	333	3,107	324	3,280	333

	To BORDEAUX, FRANCE	Boston's Advantage (miles)	To STRAIGHTS OF GIBRALTER	Boston's Advantage (miles)	TO AZORES	Boston's Advantage (miles)
Boston	3,094		3,008		2,086	
New York	3,258	164	3,180	172	2,247	161
Philadelphia	3,406	312	3,320	312	2,392	306
Baltimore	3,544	450	3,466	458	2,409	323
Norfolk	3,423	329	3,335	327	2,401	315

G. WATER (Cont.)

	TO CAPETOWN, SO. AFRICA	Boston's Advantage (Miles)
Boston	6,707	
New York	6,786	79
Philadelphia	6,861	154
Baltimore	6,912	205
Norfolk	6,790	83

(Source: U. S. Navy Hydrographic Office)

H. OTHER

The Massachusetts Bay Transportation Authority has the responsibility of providing adequate transportation facilities to the 78 municipalities of the SMSA and the town of Maynard. To Boston and 13 other municipalities the Authority provides - buses, trolley buses, street cars, some rapid transit trolley lines, and rapid transit trains (elevated and in tunnels). The responsibility of the authority has led it to subsidizing bus companies and railroads to provide passenger transportation in the outlying sectors of the Area and one bus company has been bought out right.

IX ECONOMIC DEVELOPMENT

A. ORGANIZATIONS

Information concerning available commercial or industrial sites may be obtained from the Economic Development Division, Massachusetts Department of Commerce and Development or the pertinent Chamber of Commerce, Industrial Development Commission or Redevelopment Authority. In the following list municipalities haveing a Chamber of Commerce are designated by (*), these may be addressed without street and number and those having a Redevelopment Authority are designated by (†) and an Industrial Development Commission are designated by (0) and should be addressed at the City or Town Hall - Cities are in capital letters:

0*	Arlington	†*	CHELSEA
0	Ashland	†0*	Concord
†0*	BEVERLY	0*	Danvers
†*	BOSTON	*	Dedham
0*	Braintree	*	EVERETT
†*	Brookline	†0*	Framingham
0	Burlington	0	Hanover
†0*	CAMBRIDGE	0*	Hingham
0*	Canton	0	Holbrook

†	Hull	0*	QUINCY
0*	Lexington	0*	Randolph
†0*	LYNN	0*	Reading
0	Lynnfield	0*	REVERE
†*	MALDEN	0*	Rockland
0	Manchester	†0*	SALEM
*	Marblehead	0	Saugus
0	Marshfield	0*	Scituate
†*	MEDFORD	0	Sharon
†*	MELROSE	†*	SOMERVILLE
0	Middleton	†0*	Stoneham
0	Millis	0*	Sudbury
0	Natick	0*	Wakefield
*	Needham	0*	Walpole
†*	NEWTON	*	WALTHAM
0	Norfolk	†	Watertown
0*	N. Reading	*	Wellesley
0	Norwell	†0	Weymouth
0*	Norwood	†0*	Wilmington
†0*	PEABODY	†0*	Winthrop
0	Pembroke	†0*	WOBURN

B. LABOR SUPPLY

Current data on labor supply should be requested from the Massachusetts Division of Employment Security, 881 Commonwealth Avenue, Boston. 02215.

C. MAJOR NEW DEVELOPMENTS

The following is a listing of value represented for building permit applications in 1968 of $5,000,000 and over:

Boston - Complex for New Boston Food Market Division ($6.9 mil.), Washington Mall Development ($5.4 mil.), 624 apartments in Boston Waterfront Development ($12 mil.), Prudential Insurance Building ($18.4 mil.), University Hospital ($7.5 mil.), 3 office buildings ($17.5 mil.), Centrose Associates Office Building ($13.3 mil.), Hotel ($5 mil.), and Boston University dormitory ($5 mil.)

Cambridge - Cambridge Enterprises office building ($6 mil.), MIT dormitory ($5.2 mil.), Museum of Science ($5 mil.), and Radcliffe dormitories ($5 mil.),

Everett - Avco Research & Development Laboratory ($5.9 mil.).

Medford - High School ($15.2 mil.)

Newton - Newton-Wellesley Hospital ($6 mil.).

Wakefield-Regional Vocational School ($5 mil.).

Waltham - Apartment complex ($10.1 mil.).

X PLANNING

All seventy-eight municipalities in the Boston SMSA have established a planning board and adopted zoning regulations. Subdivision control powers are exercised by all but seven municipalities (Arlington, Belmont, Cambridge, Chelsea, Marblehead, Somerville and Watertown). The lack of available land in these municipalities on which to lay out subdivisions, make a regulation governing subdivision unnecessary.

Master plans have been completed or are in the process of being completed in all but four municipalities, (Millis, Norwood, Rockland and Swampscott). Sixty-one of the seventy-four municipalities which have or are completing master plans have or are using funds made available under the federal aid program known as Title VII, Section 701, Federal Housing Act of 1954, as amended - these sixty-one municipalities are as follows:

Arlington
Ashland
Bedford
Belmont
BEVERLY
Braintree
Burlington
Canton
CHELSEA
Cohasset
Concord
Danvers
Dedham
Dover
Duxbury
EVERETT
Framingham
Hamilton
Hanover
Hingham
Holbrook
Hull
Lexington
Lincoln
Manchester
Marblehead
Marshfield
Medfield
Middleton
Milton
Nahant
Natick
Needham
Norfolk
North Reading
Norwell
PEABODY
Pembroke
Randolph
Reading
REVERE
SALEM
Saugus
Scituate
Sharon
Sherborn
Stoneham
Sudbury
Topsfield
Wakefield
Walpole
Watertown
Wayland
Wellesley
Wenham
Weston
Westwood
Weymouth
Wilmington
Winthrop
WOBURN

The Metropolitan Area Planning Council, established in 1963, is the permanent regional planning agency for the Boston area. Its membership currently includes 99 cities

and towns. Additional communities may join the Council in the next few years. The Council's primary objectives are the development of a regional plan and the coordination of the myriad planning activities within the region.

XI. UTILITIES

A. ELECTRIC SERVICE

Electric service is supplied to the 78 cities and towns of the Boston SMSA by 13 municipally operated utilities and 11 privately owned firms. The two firms serving the largest number of municipalities, in whole or in part, are the Boston Edison Company serving 32 and the Massachusetts Electric Company serving 20.

B. GAS SERVICE

Gas service is supplied to 74 municipalities by 10 privately owned firms and 1 municipally owned utility. Norfolk and North Reading do not have piped gas service. The two firms serving the largest number of municipalities, in whole or in part, are the Boston Gas Company serving 22, and the Mystic Valley Gas Company serving 14.

C. WATER SERVICE

Every municipality in the SMSA, except Sherborn, has a public water supply. Of the remaining 77 cities and towns: 28 municipalities depend on surface sources, 26 depend on ground sources, and 23 depend on ground and surface sources. The Metropolitan Water District serves 32 municipalities, in whole or in part. The following is an average of a chemical analysis of samples taken at 4 divergent points in the SMSA in 1968 by the Division of Sanitary Engineering, Massachusetts Department of Public Health.

Milligrams per liter

	Met. Water District		Salem	Walpole
	Tap in Revere	Tap in Quincy	Tap in Salem Filtration Plant	G.P. Well Tap in P.S.
Color	22	10	12	4
pH	6.7	6.8	6.8	6.3
Alkalinity	11	10	21	27
Hardness	21	20	57	120
Iron	0.36	–	0.01	0.07
Manganese	0.04	–	0.02	0.27
Ammonia - N	0.05	0.08	0.04	–
Nitrates - N	0.3	0.1	0.3	1.0
Chlorides	7.2	8.0	36.	30.

SUPPLEMENTAL TABLE

MUNICIPALITY	POPULATION (1)				EDUCATION						MUNICIPAL FINANCE					PARTY AFFILIATION – 1968			
	1965 POPULATION	%CHANGE 1955 to 1965	DENSITY (LAND AREA)	IN OR OUT MIGRATION 1955-1965	SCHOOL ATTENDING CHILDREN – OCT. 1, 1968 (2) PUBLIC SCHOOLS	(3) PRIVATE SCHOOLS	TOTAL	(4) 1967-8 PUPIL EXPENDITURE	(5) SEPT. 1969 TEACHER SALARIES MIN.	MAX.	1969 ASSESSED VALUATIONS (Add 000)	1969% ACTUAL TO ASS'D VAL.	1969 TAX LEVY (Add 000)	1969 TAX RATE	1/1/69 TOTAL NET DEBT (Add 000)	TOTAL REGIST. VOTERS	DEMOCRATS	REPUBLICANS	UNENROLLED
Arlington	52,482	11.3	10,132	– 347	9,394	2,496	11,890	$663	$6,800	$12,800	$343,288	30	$14,075	$41.00	$2,960	27,500	14,601	5,680	7,219
Ashland	8,698	49.2	701	1,060	2,457	214	2,671	591	6,500	11,500	38,320	81	2,203	57.50	2,346	3,686	817	661	2,208
Bedford	10,787	22.9	786	– 880	3,586	309	3,895	733	6,700	12,575	52,942	54	4,182	79.00	7,391	4,801	1,308	1,276	2,217
Belmont	28,794	0.0	6,273	– 1,604	4,479	1,127	5,606	700	6,825	13,715	249,120	99	7,349	29.50	1,300	15,754	5,483	5,497	4,774
BEVERLY	38,135	21.3	2,519	1,959	7,789	2,236	10,025	501	6,400	13,040	216,708	100	9,015	41.60	8,053	17,975	3,924	7,005	7,046
BOSTON	616,326	– 15.0	14,273	–171,869	94,595	37,149	131,744	665	7,000	13,100	1,599,000	83	230,896	144.40	152,835	280,045	197,297	24,720	58,028
Braintree	33,954	27.2	2,478	5,138	8,768	1,248	10,016	614	No Schedule		95,059	36	9,126	96.00	12,651	17,262	6,650	4,412	6,200
Brookline	53,608	– 5.7	8,098	– 2,974	6,754	1,325	8,079	992	6,900	14,800	439,756	87	21,548	49.00	7,760	30,041	13,638	7,530	8,873
Burlington	19,473	272.7	1,645	10,531	6,800	108	6,908	593	6,600	12,408	188,214	100	7,653	42.00	16,699	8,795	3,532	1,166	4,097
CAMBRIDGE	92,677	– 6.3	14,828	– 22,293	10,520	4,060	14,580	766	7,000	14,800	314,100	61	28,709	91.40	14,041	46,998	27,239	5,522	14,237
Canton	15,310	51.2	805	3,029	3,622	815	4,437	618	6,350	13,309	38,818	38	4,348	112.00	5,853	7,860	2,880	2,325	2,655
CHELSEA	27,098	– 26.4	14,569	–12,226	4,940	1,409	6,349	564	6,600	13,600	55,773	66	8,200	147.20	1,335	14,520	10,861	759	2,900
Cohasset	6,559	38.7	665	1,262	1,797	179	1,976	676	6,800	13,022	20,069	32	2,458	122.50	3,524	3,402	679	1,483	1,240
Concord	14,516	33.3	582	2,039	4,149	633	4,782	764	6,800	15,200	158,221	82	5,823	36.80	5,402	7,483	1,985	2,815	2,683
Danvers	24,764	36.2	1,816	3,873	5,446	1,413	6,859	596	6,600	11,616	146,400	99	5,710	39.00	4,822	10,903	2,530	3,494	4,879
Dedham	26,618	24.1	2,535	2,259	5,694	1,487	7,181	607	6,600	12,100	72,204	35	6,498	90.00	6,754	13,583	5,324	3,272	4,987
Dover	3,592	60.0	237	1,008	1,047	249	1,296	596	6,800	12,089	56,154	100	1,488	26.50	520	2,383	209	1,277	897
Duxbury	6,211	45.1	255	1,575	1,924	59	1,983	623	6,600	11,500	68,937	54	2,482	36.00	3,207	3,524	368	1,726	1,430
EVERETT	43,410	– 3.7	12,920	– 7,417	7,576	1,870	9,446	672	6,700	12,400	143,581	37	11,429	79.60	1,450	22,447	13,247	3,047	6,153
Framingham	52,369	65.8	2,042	12,666	12,843	1,449	14,292	711	6,300	11,700	420,778	100	15,990	38.00	20,713	23,739	10,745	4,992	8,002
Hamilton	6,141	49.2	419	1,141	(1,876)	(139)	(2,015)	470	6,500	10,250	47,000	42	1,316	28.00	384	3,423	296	1,493	1,634
Hanover	7,862	84.6	509	2,709	2,546	257	2,803	632	6,500	13,300	52,651	90	2,369	45.00	1,448	3,919	915	1,288	1,716
Hingham	17,576	31.0	783	2,198	5 140	581	5,721	642	6,925	14,666	112,273	80	5,950	53.00	5,645	8,573	2,208	3,216	3,149
Holbrook	11,231	78.7	1,538	2,870	2,697	795	3,492	541	No Schedule		49,924	90	2,147	43.00	1,685	5,066	2,059	895	2,112
Hull	8,836	51.7	3,636	2,024	2,856	80	2,936	618	6,600	13,200	46,485	91	3,626	78.00	2,571	4,491	2,038	519	1,934

Continued

Lexington	31,388	41.0	1,905	5,814	9,459	493	9,952	806	6,800	16,125	204,866	85	12,251	59.80	10,855	15,523	5,402	5,071	5,050
Lincoln	4,463	51.3	307	1,026	1,385	167	1,552	903	No Schedule		42,322	82	1,993	47.10	1,364	2,390	569	837	984
LYNN	92,653	− 6.4	8,849	− 14,234	15,475	5,523	21,004	696	6,500	10,200	145,260	31	21,789	150.00	9,936	44,330	23,963	7,762	12,605
Lynnfield	9,821	73.3	961	3,379	2,798	469	3,267	699	6,800	13,350	83,867	100	2,902	34.60	4,005	5,252	1,097	1,847	2,308
MALDEN	56,142	− 5.6	11,052	− 8,810	9,994	2,187	12,181	553	6,600	12,400	111,783	49	13,839	123.80	6,765	27,394	14,065	5,201	8,128
Manchester	4,386	29.9	568	569	1,113	354	1,467	682	6,300	14,175	52,226	94	1,697	32.50	480	2,601	504	1,152	945
Marblehead	20,942	31.6	4,760	3,173	4,340	976	5,316	628	6,650	13,830	190,793	100	5,819	30.50	5,482	11,983	2,239	5,380	4,364
Marshfield	10,176	105.2	359	4,248	3,749	215	3,964	673	6,600	11,900	90,495	98	4,615	51.00	7,759	5,530	1,629	1,968	1,933
Medfield	7,479	41.3	518	1,386	2,377	261	2,638	600	6,400	11,600	54,823	100	2,083	38.00	3,087	3,330	612	1,329	1,389
MEDFORD	60,429	− 7.6	7,360	− 11,221	10,606	3,892	14,498	612	6,400	12,350	123,782	41	15,844	128.00	18,442	31,875	20,087	5,182	6,606
MELROSE	32,105	9.8	6,788	535	7,494	939	8,433	575	6,750	13,186	60,823	32	7,700	126.60	1,615	16,035	3,928	6,497	5,610
Middleton	3,909	16.0	274	155	2,375	54	2,429	589	6,400	10,300	17,387	98	974	56.00	407	1,707	360	466	881
Millis	5,262	73.7	432	1,389	1,730	55	1,785	518	6,400	11,200	29,366	96	1,439	49.00	2,012	2,475	930	641	904
Milton	27,708	15.2	2,115	3,290	4,243	2,255	6,498	718	6,800	13,200	67,614	29	6,897	102.00	2,526	15,728	5,933	3,864	5,931
Nahant	4,067	25.9	3,911	402	833	111	944	668	6,300	10,300	15,452	64	1,043	67.50	543	2,016	751	431	834
Natick	30,365	15.8	2,041	− 760	8,474	895	9,369	629	6,700	12,400	178,452	77	9,708	54.40	13,804	15,181	4,679	2,818	7,684
Needham	29,303	35.9	2,344	4,652	7,463	1,276	8,739	689	6,800	14,300	290,630	100	9,881	34.00	6,884	15,266	3,723	6,553	4,990
NEWTON	88,514	2.3	4,945	− 3,924	18,104	3,511	21,615	842	6,875	16,275	339,955	50	33,452	98.40	15,404	48,137	19,154	13,267	15,716
Norfolk	3,985	43.9	264	750	978	79	1,057	386	6,500	10,000	19,831	99	821	41.40	403	1,639	315	504	820
N. Reading	9,882	62.5	745	2,168	3,224	170	3,394	582	6,500	11,100	53,912	87	2,857	53.00	2,764	5,065	1,404	1,167	2,494
Norwell	6,387	54.8	305	1,267	2,023	44	2,067	671	6,600	11,600	49,736	99	2,338	47.00	2,008	3,266	619	1,087	1,560
Norwood	28,978	37.6	2,768	3,727	6,679	1,638	8,317	578	6,700	12,300	77,972	42	6,784	87.00	2,368	13,960	7,098	2,123	4,739
PEABODY	41,781	56.6	2,540	10,368	9,689	2,137	11,826	633	6,200	11,200	83,385	37	9,839	118.00	10,889	24,710	11,365	2,411	10,934
Pembroke	7,708	100.8	358	3,120	2,509	217	2,726	469	6,600	11,700	38,125	74	2,211	58.00	1,411	4,232	1,346	1,401	1,485
QUINCY	87,158	3.2	5,279	− 8,323	16,605	3,504	20,109	631	6,600	13,068	205,500	45	23,920	116.40	14,975	42,556	21,058	10,751	10,747
Randolph	21,726	60.5	2,155	4,650	6,507	1,116	7,623	528	6,588	11,556	110,000	93	5,500	50.00	7,807	11,908	4,843	1,257	5,808
Reading	21,188	28.9	2,153	2,476	5,265	1,086	6,351	557	6,500	12,500	142,990	00	4,862	34.00	5,496	21,102	15,125	2,019	3,958
REVERE	42,394	7.1	7,125	− 1,327	7,640	1,174	8,814	612	6,600	13,425	84,851	44	10,555	122.40	5,220	10,481	2,421	4,127	3,933
Rockland	15,054	43.2	1,502	2,554	3,824	891	4,715	493	6,500	11,600	63,500	97	3,429	54.00	5,653	6,040	2,261	1,278	2,501
SALEM	40,112	0.0	5,020	− 3,084	6,121	2,839	8,960	638	6,750	11,600	97,622	43	10,973	112.40	3,275	19,941	8,867	4,917	6,157
Saugus	23,429	26.7	2,214	2,528	6,167	347	6,514	575	6,500	12,000	163,080	00	6,474	39.70	6,640	11,870	3,561	2,995	5,314
Scituate	14,458	73.3	855	4,387	5,316	228	5,544	616	6,700	13,467	99,637	84	5,679	57.00	8,884	7,816	1,735	2,280	3,801
Sharon	11,341	45.1	481	2,161	3,809	82	3,891	617	6,700	13,000	67,460	89	3,812	56.50	4,488	5,877	2,216	1,208	2,453
Sherborn	2,333	62.1	154	667	915	61	976	692	6,800	12,089	33,470	00	1,212	36.20	230	1,415	226	542	647
SOMERVILLE	86,332	− 11.0	21,967	− 23,658	13,332	5,876	19,208	567	6,400	11,200	136,421	45	19,617	143.80	4,068	39,598	26,106	3,661	9,831

SUPPLEMENTAL TABLE Continued

MUNICIPALITY	POPULATION (1)				EDUCATION						MUNICIPAL FINANCE					PARTY AFFILIATION – 1968			
	1965 POPULATION	%CHANGE 1955 to 1965	DENSITY (LAND AREA)	IN OR OUT MIGRATION 1955-1965	SCHOOL ATTENDING CHILDREN – OCT. 1, 1968 (2) PUBLIC SCHOOLS	(3) PRIVATE SCHOOLS	TOTAL	(4) 1967-8 PUPIL EXPENDITURE	(5) SEPT. 1969 TEACHER SALARIES MIN.	MAX.	1969 ASSESSED VALUATIONS (Add 000)	1969% ACTUAL TO ASS'D VAL.	1969 TAX LEVY (Add 000)	1969 TAX RATE	1/1/69 TOTAL NET DEBT (Add 000)	TOTAL REGIST. VOTERS	DEMOCRATS	REPUBLICANS	UNENROLLED
Stoneham	20,109	27.1	3,335	1,870	4,527	1,029	5,556	$562	$ 6,700	$12,400	$ 59,272	33	$ 5,305	$ 89.50	$ 6,312	9,960	2,788	1,905	5,267
Sudbury	10,894	198.8	447	5,667	4,127	404	4,531	646	6,500	14,200	34,154	32	4,679	137.00	2,650	5,054	1,144	1,550	2,360
Swampscott	13,995	7.1	4,544	356	2,736	551	3,287	834	6,700	12,797	105,221	100	4,472	42.50	1,685	7,845	1,765	2,745	3,335
Topsfield	4,375	98.1	342	1,687	1,727	124	1,851	457	6,500	10,700	25,135	64	1,086	56.00	656	2,200	600	800	800
Wakefield	25,571	15.6	3,479	621	5,684	1,029	6,713	594	6,600	13,000	72,743	43	6,474	89.00	3,065	13,180	3,944	3,242	5,994
Walpole	16,390	45.1	797	2,690	4,666	521	5,187	683	6,600	12,910	116,100	96	4,876	42.00	4,566	8,596	2,307	1,835	4,454
WALTHAM	57,134	14.0	4,604	– 1,438	(10,916)	(2,421)	(13,337)	658	6,700	14,600	159,949	41	15,227	95.20	14,109	24,161	9,198	4,246	10,717
Watertown	40,115	3.1	9,881	– 4,423	6,396	1,635	8,031	632	6,900	12,200	90,976	39	10,844	119.20	3,235	19,538	10,033	3,024	6,481
Wayland	12,192	65.7	797	3,246	3,796	492	4,288	742	6,500	14,300	40,666	34	4,839	119.00	2,248	6,276	1,014	1,817	3,445
Wellesley	26,297	20.9	2,617	3,001	6,238	1,214	7,452	813	6,875	14,500	260,963	99	9,525	36.50	5,012	13,857	3,287	6,533	4,037
Wenham	3,114	38.7	402	585	(826)	(179)	(1,005)	544	6,500	9,800	10,418	36	844	81.00	325	1,627	182	869	576
Weston	9,848	57.4	574	3,013	2,945	381	3,326	946	6,800	15,500	105,619	91	4,521	42.80	7,010	5,453	1,072	2,434	1,947
WEstwood	12,123	43.0	1,087	2,214	3,394	254	3,648	752	6,700	13,500	120,170	100	4,747	39.50	5,350	6,308	1,725	2,569	2,014
Weymouth	50,468	18.1	3,022	105	12,951	2,547	15,498	525	6,700	12,900	350,518	100	13,179	37.60	17,836	23,672	9,112	5,659	8,901
Wilmington	15,261	62.2	893	3,322	4,797	72	4,869	521	6,500	11,100	111,860	100	4,586	41.00	6,979	6,444	2,534	1,076	2,834
Winchester	21,634	19.4	3,667	1,953	5,295	829	6,124	721	6,900	13,898	187,606	100	8,067	43.00	3,805	11,180	3,433	4,305	3,442
Winthrop	20,398	9.1	13,076	– 407	3,572	1,022	4,594	553	6,400	11,300	75,552	87	3,521	46.60	2,380	10,182	5,598	1,978	2,606
WOBURN	35,149	35.9	2,733	6,144	8,703	1,321	10,024	517	6,600	11,200	96,058	46	9,596	99.90	20,081	17,628	7,688	1,281	8,659
TOTAL	2,605,452	–	2,636	–136,563	527,206	120,840	648,046	–	–	–	$10,670,123	–	$805,787	–	$601,602	1,279,563	618,448	257,932	403,183

(1) The State Census in the years ending in 5 enumerates only residents of Massachusetts; while in the federal census in the years ending in zero, the military and students who have domiciles outside the state are included.
(2) Includes pupils attending public schools int heir own or other municipalities to grade 12.
(3) Includes pupils attending private schools in their own or other municipalities to grade 12.
(4) Regular day school and special education programs current operating cost per pupil in net average membership for year ending June 30, 1968.
(5) Massachusetts Teachers Association.

NOTE: Data in ( ) was estimated.

POPULATION (1) EDUCATION SCHOOL ATTENDING CHILDREN – OCT. 1,1968 SEPT. 1969 TEACHER SALARIES MUNICIPAL FINANCE PARTY AFFILIATION – 1968

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State Purchasing Agent
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